Notice No.5

Rules and Regulations for the Classification of Special Service Craft, July 2022

The status of this Rule set is amended as shown and is now to be read in conjunction with this and prior Notices. Any corrigenda included in the Notice are effective immediately.

Please note that corrigenda amends to paragraphs, Tables and Figures are not shown in their entirety.

Issue date: December 2022

Amendments to	**Effective date**	**IACS/IMO implementation (if applicable)**
Part 16, Chapter 2, Section 23	Corrigenda	N/A

Part 16, Chapter 2
Electrical Engineering

■ *Section 23*
Hybrid electrical power systems

23.8 Hybrid electrical power system performance – Emergency source of electrical power

23.8.2 For ships with a specified service notation as defined in *Pt 1, Ch 2, 3.3 Class notations (hull)*, where it is proposed that a dedicated emergency source of electrical power and its associated transitional source of power will not be provided, the main source of electrical power and associated equipment is to meet the following requirements:

(d) To demonstrate compliance with these requirements a risk assessment of the electrical, mechanical, piping arrangements, cooling arrangements and any other sub-systems whose failure or degradation could have an impact on the performance of the system is to be carried out demonstrating that a single point failure such as a fire or flooding within a space would not render the systems incapable of supplying those services required in an emergency or other reasonably foreseeable abnormal event. The assessment is to be undertaken to a recognised standard that is acceptable to LR (e.g. ISO 31010, *Risk management – Risk assessment techniques*) and in accordance with *ShipRight Procedure* ~~*Assessment of Risk Based Designs* and associated annexes~~ *Risk Based Certification (RBC)*.

23.15 Hybrid electrical power system components - Distribution system

23.15.11 Active components may be used for the limitation of fault currents subject to verification in a real environment of the performance of the component under all normal and reasonably foreseeable abnormal operating and fault conditions and subject to establishment of effective surveillance and periodic test procedures during operation and maintenance in the ship's operating manuals to verify the component is capable of performing its intended function. An isolation device is to be provided within the component and this is to be tripped automatically in the event of the component operating. A risk assessment of the component is to be undertaken to a recognised standard that is acceptable to LR (e.g. ISO 31010, *Risk management – Risk assessment techniques*) and in accordance with *ShipRight Procedure* ~~*Assessment of Risk Based Designs* and associated annexes~~ *Risk Based Certification (RBC)*.

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